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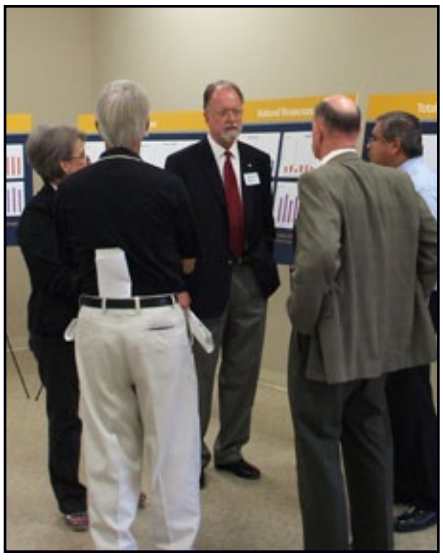
US 190 / I-10 Feasibility Study

In This Issue

Public Meetings

The second and final round of public meetings for the US 190/I-10 Feasibility Study was held in eight locations along the corridor in September and October 2011. The public was asked to provide comments on the conceptual alternatives evaluated for the corridor. These alternative improvements included a freeway/interstate type facility throughout the corridor, a four-lane divided highway throughout the corridor, and various combinations of freeway and four-lane divided highways. Based on the comments received, the four-lane highway options received the most public support.



Study Objectives and Findings

Findings based on the objectives identified at the beginning of the study are included below. Although the four-lane highway alternatives received the most public support of the corridor alternatives presented, it was determined that corridor-wide improvements were not needed. Potential local improvements were therefore identified and are discussed on page 3 of this newsletter.

- ***Determine existing and future mobility and safety needs:*** Overall, the US 190/I-10 study corridor adequately serves existing and future mobility and safety needs with a few exceptions. Additional travel lanes are, or will be, needed along US 190 between I-35 and US 59 in Livingston by 2040. Also, there are several towns/cities experiencing, or projected to experience, unacceptable congestion along the corridor including El Paso, Brady, San Saba, Lampasas, Copperas Cove, and Killeen. The US 190/I-10 corridor has experienced crash rates above the statewide average in the vicinities of Fort Stockton, Eldorado, Temple, Madisonville, and from Onalaska to Livingston.

- ***Evaluate impacts and feasibility of alternative transportation improvements:*** From a cost effective perspective (benefits versus costs), a freeway/interstate type facility is marginally feasible along US 190 between US 281 in Lampasas to I-45, and from Jasper to the Louisiana state line. A four-lane divided highway is very feasible along US 190 between I-35 and US 59 in Livingston, and from Jasper to the Louisiana state line.

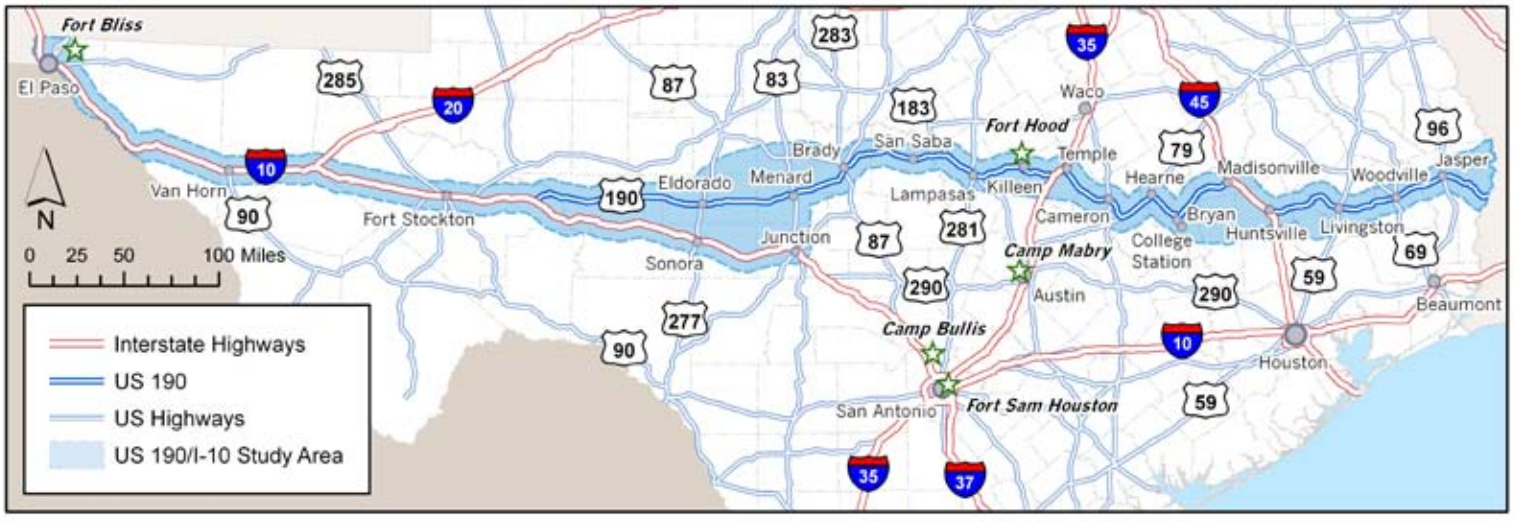
- ***Assess advantages of improved connections to military installations and deployment ports:*** The existing roadway and rail network is generally adequate to meet the mobility needs between the military installations along the US 190/I-10 corridor and Gulf Coast deployment ports through 2040, based on this high level feasibility study. The major impediment to deployment was rail capacity in the Houston area and at the Ports of Beaumont and Corpus Christi; however, recent expansion projects at the ports have increased rail capacity to address this issue. Additionally, the existing highway routes connecting the military installations to the deployment ports traverse congested urban areas including Houston and San Antonio.

- ***Identify alternative funding sources:*** The estimated costs for the conceptual alternatives ranged from $2.4 to $4.8 billion. Due to limited funding, Texas is challenged in maintaining its existing highway infrastructure. The currently available funding is less than half of the total estimated highway needs for Texas through 2035.

- ***Develop a prioritized implementation plan:*** It was determined that widening the entire US 190/I-10 corridor was not needed. However, potential local improvements were identified and prioritized into near- to mid-term and long-range projects. These potential improvements should be considered along with other transportation needs to maximize limited available transportation funding.

- ***Obtain public/stakeholder input:*** Two series of public and Local Outreach Group meetings and numerous stakeholder meetings were conducted during the study. Public/stakeholder comments were collected during these meetings as well as via comment forms, the project website, toll free telephone line, and postal mail.

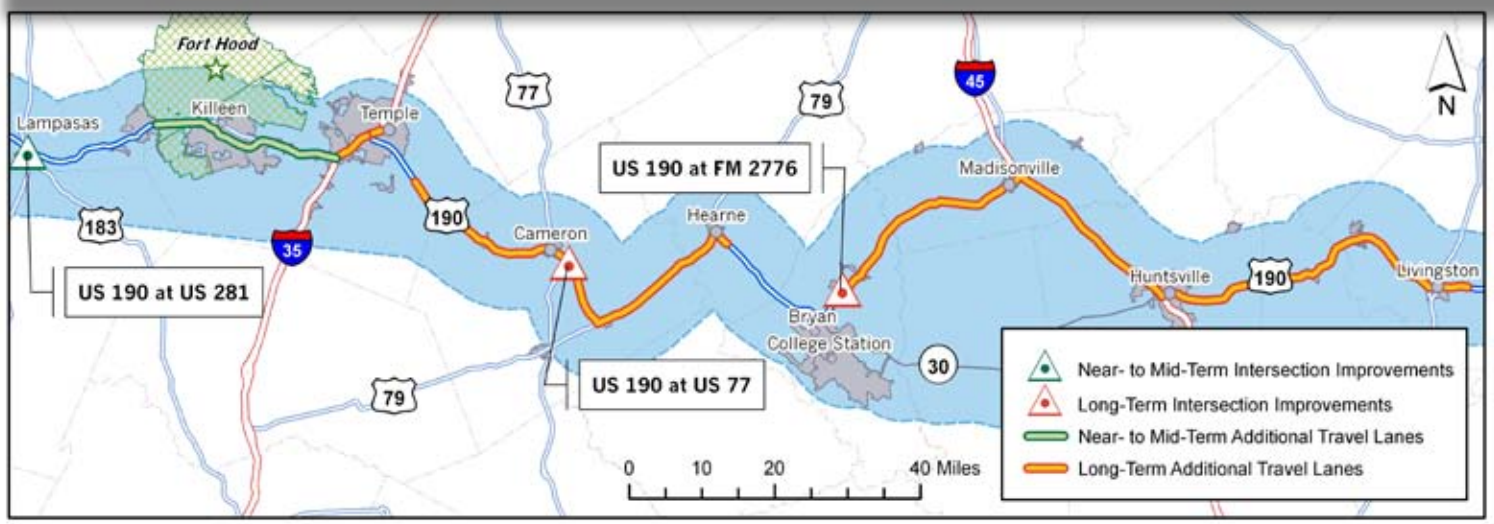
US 190/I-10 Study Corridor



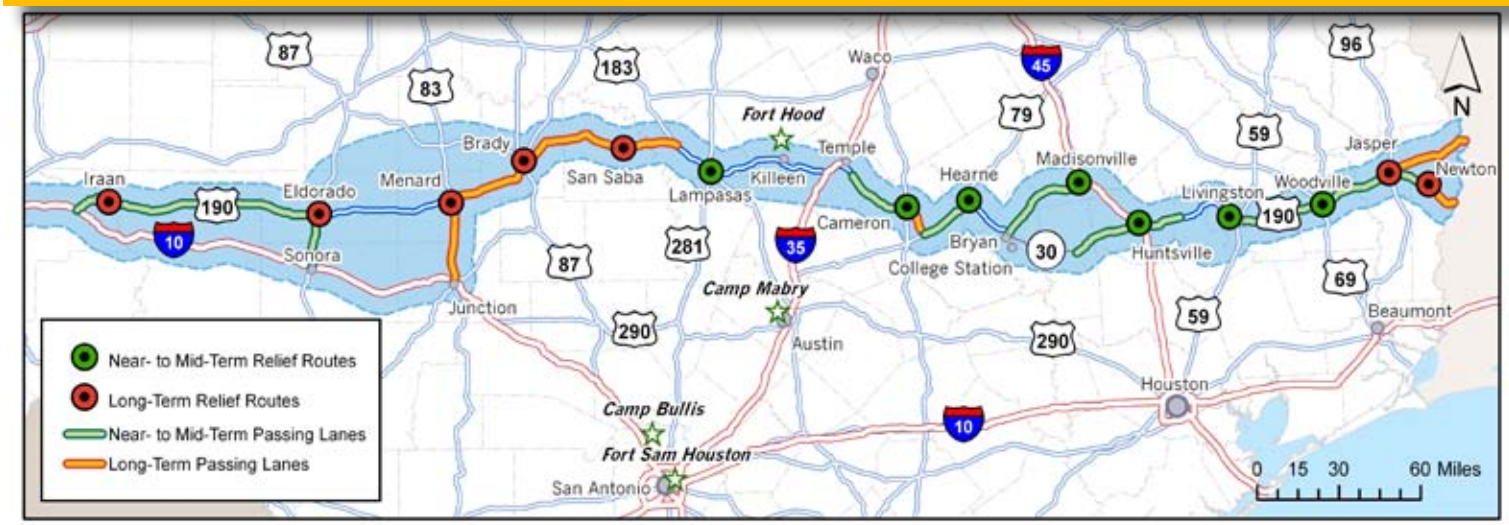
Potential Improvements

The conceptual alternatives were presented at the final series of public meetings and evaluated based on the following criteria: traffic/mobility, constructibility, environmental impacts, economic impacts, and public input. These alternatives were found not to be feasible in their entirety. Therefore, **potential** local transportation improvements were identified along the corridor and are shown below.

Potential Intersections and Additional Travel Lanes



Potential Relief Routes and Passing Lanes



Near- to mid-term projects are those which should be considered by 2030, and long-term projects are those to be considered by 2040. The first step in consideration of an improvement is a project specific feasibility study. This and subsequent steps which are part of the project development process are shown below.

Feasibility Study	Route Location Studies	Preliminary Engineering	Final Design	Construction
– Design Concept – Need and Purpose – Preliminary Cost – Environmental Constraints – Alternatives – Public Involvement	– Alternative Analysis – Environmental Studies – Traffic Studies – Public Involvement	– Survey – Schematic Design – ROW Mapping – Utility Relocation	– Construction Plan Preparation – Cost Estimates – Specifications	

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Study Report

The Study Report will be available on the TxDOT website and at the Austin, Beaumont, Bryan, Brownwood, El Paso, Lufkin, Odessa Waco, and San Angelo TxDOT District offices in mid-May. We continue to welcome your comments and questions regarding the study findings. Please note the contact telephone number and mailing address have changed.

- **Telephone: (512) 486-5036**
- **Mail: US 190/I-10 Feasibility Study, Peggy Thurin P.E., P.O. Box 149217, Austin, TX 78714-9217**
- **Website: Visit www.txdot.gov and enter "US 190" in the search field**

The US 190/I-10 Feasibility Study has concluded with the publication of the study report. The study results will be used by TxDOT and other involved agencies to prioritize improvement strategies along the corridor that may be examined in further detail as part of the subsequent project development phases.